



**DRAFT
SUMMARIZED MINUTES
CITY OF SCOTTSDALE TRANSPORTATION COMMISSION
REGULAR MEETING
THURSDAY, FEBRUARY 15, 2007
KIVA CONFERENCE ROOM – CITY HALL
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, ARIZONA 85251**

CALL TO ORDER

Chair Davis called the regular session of the Scottsdale Transportation Commission to order at 6:22 pm.

1. **ROLL CALL**

PRESENT:

Brian Davis, Chair
Kelly McCall, Vice-Chair
Mark Gilliland, Commissioner
William Howard, Commissioner
Matthew Taunton, Commissioner
Josh Weiss, Commissioner

ABSENT:

Andrea Michaels, Commissioner

STAFF PRESENT:

Mary O'Connor, Transportation General Manager
Debra Astin, Transportation Manager
Rose Arballo, Transportation Commission Coordinator
Dawn Coomer, Senior Transportation Planner
Teresa Huish, Principal Transportation Planner
Reed Kempton, Transportation Planner
Dave Meinhart, Transportation Planning and Transit Director
Paul Porell, Traffic Engineering Director
Michael Spletter, Contract and Grant Coordinator

OTHERS PRESENT:

Mike Connors, HDR

2. **Approval of Meeting Minutes**

- Study Session of the Transportation Commission - January 18, 2007

No changes were proposed.

- Regular Meeting of the Transportation Commission - January 18, 2007

Vice-Chair McCall referred to a statement by Ms. Van Schalkwyk that the Loop 101 photo enforcement study was funded by the Arizona Department of Transportation (ADOT). She requested that Ms. O'Connor comment on that statement. Ms. O'Connor clarified that the study was contracted by ADOT with reimbursement to follow by the City of Scottsdale. Both the

original statement and the subsequent correction could appropriately be reflected in the minutes.

Commissioner Howard proposed that two changes be made to his exchange with Ms. Van Schalkwyk on page 3. The words, "because of the presence of the cameras." should be changed to "because of the Hawthorn Affect, where subjects of an experiment react to being experimented upon, rather than the experiment itself." Additionally he recommended that the following sentence be added to the end of the paragraph. "Commissioner Howard opined that based on his own calculations, the economic benefits of \$10.3 million cited in the study, equaled the additional cost associated with congestion."

- Special Meeting of the Transportation Commission - February 1, 2007

Vice-Chair McCall said that Dawn Coomer and Mary O'Connor should be added to the list of staff present. Additionally on page 2 that the words "asked if it could be addressed in the construction policy" be changed to "asked if it could be addressed in the implementation section of the Transportation Master Plan." On page 5, "Thompson Parkway" should be changed to "Thompson Peak Parkway" and that SkySong be added to the list. On page 7, that Chair Davis adjourned the meeting.

VICE-CHAIR MCCALL MOVED TO APPROVE THE MINUTES OF THE JANUARY 18, 2007 STUDY SESSION AND REGULAR MEETING, AND THE FEBRUARY 1, 2007 SPECIAL MEETING OF THE TRANSPORTATION COMMISSION AS AMENDED. COMMISSIONER HOWARD SECONDED. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SIX (6) TO ZERO (0).

3. Public Comment

Chair Davis invited public commentary. Michael Fernandez thanked Commissioners Michaels and Howard for attending the public forum on February 10. Mr. Fernandez offered DVD copies of the event to the remainder of the Commission and staff.

4. Scottsdale Road Streetscape Project

Ms. Coomer presented an overview of the Scottsdale Road Streetscape Project. There are three main components of the project. The first component consists of 30% design drawings for District 1. The second component consists of 30% design drawings for District 2 and completion of a Downtown Multi-modal Circulation study. Work on this study would be folded into the Transportation Master Plan process. The third component is developing an overall master plan and design guidelines for the entire length of Scottsdale Road.

The plan strives to integrate light and shadow into the project, integrate concepts of sustainability including water conservation practices, and ensures that the project is maintainable over time. Existing natural forms were integrated into the overall design.

The designers felt that Scottsdale Road should reflect Scottsdale as a community. The concept of an oasis was chosen as a theme. Oases are situated at primary and secondary intersections and provide people with places where they can congregate. Flexible medians and edge treatments were chosen so they could be applied to a wide variety of situations. The

streetscape enhances safety, security, and connectivity. Bike lanes and wide sidewalks connect to existing trails and bike lanes.

Maintenance recommendations are provided in the guidelines. Scottsdale Road is envisioned as more than just a road, it is a place people can go to celebrate community events.

Because of its length, the design team identified elements of continuity and elements of distinction. Seats are one element of continuity, even though they differ in each district. Shade elements at oases and the use of mile markers are other methods that establish continuity. Art plinths at secondary oases allow temporary or permanent placement of art elements.

Elements of distinction are established using different panel patterns for each of the six distinct districts along Scottsdale Road. Patterns can be integrated into the seats, transit shelters and other elements. Each district has its own accent color that provides a subtle treatment to the overall design. The seat walls in each district use different materials allowing them to reflect the individual character of a particular area while still maintaining cohesion with the rest of the road.

Vice-Chair McCall opined that the presence of so many trees could pose a safety concern. Ms. Coomer said a safety triangle was used to determine where trees could safely be placed. Additionally, a tree with a single-branch structure was chosen to prevent impairment of visibility. Vice-Chair McCall inquired whether the frequency of left-turn lanes in the downtown area would create too many small planters. Ms. Coomer said not all medians would have planters in them, especially in District 1.

Vice-Chair McCall inquired whether right-turn lanes would be sacrificed to make room for improvements. Ms. O'Connor said no existing turn lanes would be removed to create the streetscape.

Ms. Coomer said the primary oases integrate specialty paving, lighting treatments, custom seating and shade structures. Secondary oases are planned for half-mile streets. The transit shelters are designed to be sustainable, similar in cost to existing shelters, yet serve as a distinctive addition to Scottsdale Road. Shelters use a kit-of-parts approach that allows each shelter to be built in a way that best conforms to its site. Integrated solar panels can be used to power lighting. The open design provides good visibility while allowing people to move with the shade. Seating is flexible and bike racks are included.

Vice-Chair McCall inquired about signalization for pedestrians at major intersections. Ms. Coomer said the design is intended to meet best-practice standards under the Americans with Disabilities Act. Countdown timers are also being considered. Mr. Meinhart said most signals in Scottsdale require that a button be pushed to get a "walk" signal. Some places, particularly, in the downtown area, start with a "walk" signal automatically.

In response to Vice-Chair McCall's inquiry, Ms. Coomer said no bus pullouts would be added or subtracted as part of this plan.

Chair Davis inquired about ownership of the section between Roosevelt and McKellips. Ms. Coomer said Scottsdale has been working informally with the City of Tempe staff, though no formal agreement has been reached. The entire road and land-use west of the road are in Tempe, while the land-usage on the east side belongs to Scottsdale.

Ms. Coomer, in response to Chair Davis' inquiry, said vertical shade elements were designed into the bus shelters to help protect transit users from the late-afternoon sun.

Chair Davis inquired about the design guidelines. Ms. Coomer said a draft set of design guidelines has been submitted to staff, and public input meetings will likely occur in April. All of the districts will eventually have guidelines as specific as District 1's are currently. Ms. O'Connor added that not all design elements are applicable in all districts.

Commissioner Gilliland inquired how the safety concerns of user groups are incorporated into the guidelines. Ms. O'Connor responded that the Traffic Engineering group, as well as the Municipal Services and Community Services staffs review the plans to ensure they conform to guidelines.

In response to an inquiry from Vice-Chair McCall, Ms. Coomer said that in the event that transit stations are added to the median in the future, the curb might have to be expanded to 38' at station locations, otherwise, the 33' length is adequate in most areas. Ms. O'Connor said the most restrictive parameters out of the three transit technologies being considered were identified and the plan adjusted accordingly to meet them.

Ms. Coomer responded to Chair Davis' inquiry, saying that vehicle travel lanes would be slightly narrowed in some areas to accommodate bike lanes.

Commissioner Weiss inquired when the first phase of the project would likely begin if it were approved. Ms. Coomer responded that the first elements would be completed in conjunction with SkySong improvements. The schedule for the remainder of the project depended on how soon Federal funding requirements could be met. A clearer picture should be available within the next two months.

Commissioner Weiss expressed concern that unless steps are taken to define continuity, the median elements that are constructed in phase 1 would have to be removed again in order to accommodate any potential high-capacity transit that is approved in the near future.

Ms. O'Connor responded that staff is aware of that issue but that construction would not likely begin on the southern two sections prior to a decision on the high-capacity transit issue.

Commissioner Weiss opined that HDR should consider that streetscape art elements would have an aesthetic impact whatever art elements become a part of the potential high-capacity transit infrastructure. Ms. Coomer said a Public Art Master Plan would be included as an element in the design guidelines.

Ms. Coomer, in response to Commissioner Weiss, said each district has a distinct landscaping palette, with trees used downtown and cactus further north. Trees serve the function of providing shade and enhancing the aesthetics of the roadway. The specific locations of trees would be tweaked to ensure that business signage is not blocked.

Commissioner Howard inquired how much the project would cost to build and maintain. Ms. Coomer responded that the 30% cost estimate for District 1 is between \$7 and \$8 million for capital. The plan is not developed well enough yet to determine long-term operating costs. Some of the improvements would be constructed as part of redevelopment projects making it difficult to determine, at this point, who would pay for them and how long it would take.

Mr. Meinhart, in response to Commissioner Howard's inquiries, said that 80% to 90% of the estimated costs would be spent on improvements from existing curbs to the outside edges. The majority of improvements would not be affected by alterations for high-capacity transit. Funding for the CIP comes from a combination of the Transportation Department and the Bond 2000

Scottsdale Road Aesthetic and Streetscape Fund. Money has already been identified for the first two phases of the project.

Commissioner Taunton inquired if the reduction of clutter caused by aboveground utilities and non-business signage would be addressed. Ms. Coomer said both issues were. Commissioner Taunton opined that little visual difference was apparent between the primary and secondary oases. There is a good opportunity to have a much bigger non-motorized presence at secondary oases than at the primary ones. He further opined that the best examples of the current streetscape should be incorporated into the overall plan in order to preserve local character.

Ms. Coomer responded to further inquiry from Commissioner Taunton by saying that bus stop locations would be considered on a case-by-case basis. Most, however, would remain in their current locations. Commissioner Weiss opined that the design and color palette of District 1 should celebrate the area's unique heritage more distinctly.

Chair Davis opined that the more trees there were the better.

The floor was opened to public commentary. Michael Fernandez commented that the water line underneath the Scottsdale and Thomas intersection is irreplaceable due to the obsolete piping being used and should be handled with care. The presence of trees in front of businesses is detrimental to business. Street widening would cause the loss of parking spots in front of businesses. He inquired how the City would alleviate these anticipated parking problems.

Ms. Coomer responded to Commissioner Taunton's inquiry, saying there are no proposals to acquire right-of-way easements in District 1. Ms. O'Connor said if Mr. Fernandez's parking does not encroach into the City's right-of-way, there would be no problems. Each case will be handled on a case-by-case basis and will be accomplished with the acceptance of the property owners.

5. **Review and Recommendations Regarding DRAFT FY 2007/08 Proposed Capital Improvement Program (CIP) Budget**

Mr. Meinhart reviewed the FY07/08 through FY11/12 Capital Improvement Program. He asked the Commission to entertain a recommendation that the Draft CIP be forwarded on to the City Council for their consideration as they continue through the budget development process. There have been no changes to the dollar values for individual projects since the initial review in December. Sales tax revenue is double what had been projected. However, the first half of the current fiscal year shows a drop off in that trend to 3%. Approximately \$4 million in grant funds have been authorized. There has been \$20 million of construction inflation and right-of-way inflation in existing projects for the second straight year.

Because of inflation, only two new projects are being added, one along the Arizona Canal from Chaparral Road to MacDonald Drive, and pedestrian improvements in downtown. Staff recommends that a second bridge on Thompson Peak Parkway in the DC Ranch area be delayed beyond the five-year program so that the savings could be applied to other projects that are further along in their development.

Mr. Meinhart summarized the status of current street and intersection improvement projects. With the proposed investments, the five-year program will produce 27 new travel-lane miles, 41 improved travel-lane miles, 30 major intersections and 10-12 minor ones with increased

capacity, 10-12 enhanced signal connections per year, and 2-3 neighborhood traffic management projects per year.

Transit investments will provide 2 transit passenger facilities, 1-2 freeway park-and-ride lots, a regional maintenance facility, 8-10 bus shelters per year, 5-10 buses or trolleys for expanded service per year, and bus pullouts with road improvements.

Bicycle/pedestrian streetscape enhancements will create 23 miles of on-street bike lanes, 16 miles of new or improved multi-use paths, 4 grade-separated path crossings, 37 miles of new or improved sidewalk, and 9 miles of streetscape enhancements. Additionally a number of enhancements would be created through private development

Mr. Meinhart responded to Chair Davis' inquiry saying the development review process is very public and specific stipulations are included in their approvals. The Transportation Master Plan will continue to allow the stipulation of transportation improvements for future development.

COMMISSIONER TAUNTON MOVED TO APPROVE THE CAPITAL IMPROVEMENT PROGRAM FOR FY2008 THROUGH FY2012. COMMISSIONER HOWARD SECONDED. THE MOTION CARRIED UNANIMOUSLY BY A VOTE OF SIX (6) TO ZERO (0).

6. **Review and Recommendations Regarding DRAFT FY 2007/08 Operating Budget**

Ms. O'Connor said the Commission's formal recommendation would not be needed until early April. There are few budget request changes this year. The Transportation Department is funded mainly with proceeds from the .2-cent sales tax and Local Transportation Assistance Funds that come from the State. Municipal Services and Community Services manage roadway maintenance activities.

The draft FY 07/08 budget is \$16.1 million which represents a 12.77% increase. The budget consists of four major categories: personal services which consist of wages and benefits; contractual services, which is the bulk of the budget; commodities; and capital outlay for machinery and equipment.

Vice-Chair McCall inquired where the HDR contract fits in. Ms. O'Connor said it is a capital budget item, not an operating budget item. She summarized the list of contractual services covered by the operating budget.

In response to Chair Davis' inquiry, Ms. O'Connor said the transit services that are directly managed by the City are budgeted based on direct experience. Services provided by outside agencies are initially budgeted conservatively by that agency and then reconciled at the end of the year.

In response to further inquiry, Ms. O'Connor said the purpose of the Operating Budget review has been primarily to look at incremental changes to the budget as opposed to the base budget. This year, there are no requests for new permanent staff hires nor are there major changes in programs including transit services. Most of the budget increase comes from an accounting change and increases in transit service pricing.

Ms O'Connor responded to Chair Davis' inquiry that 50% of the .2 cents sales tax goes to the capital budget and 50% goes to the operating budget.

Commissioner Gilliland requested details on the City of Phoenix line item. Ms. O'Connor said it refers to the transit contract that provides the east/west transit routes, for instance on McDowell, Thomas, Camelback and Shea. Commissioner Gilliland expressed interest in hearing more about the benefits of the downtown trolley and the neighborhood circulator line items at the next meeting, particularly rationale that justifies the cost. Ms. O'Connor said that a detailed report would be provided at that time.

7. **Transportation Master Plan**

Commissioner Taunton recused himself from the discussion.

Ms. Huish noted that since the March 1st Special Meeting coincides with the Mayor's State of the City Address, a new meeting date and location would have to be determined.

Ms. Huish reviewed the scope of the streets element of the Transportation Master Plan. A complete street is one that is safe, comfortable and convenient for travel by car, foot, bicycle and transit. Streets can be completed by adding sidewalks, narrowing lanes, adding bike lanes, adding accessible medians, providing comfortable and secure transit accommodations, adding pedestrian level lighting and transit stop lighting, providing mid-block crossings, and creating a complete streets policy.

Complete streets:

- are for all users
- are flexible
- are developed with an understanding that all streets are different and user needs can be balanced
- are adaptable to new and retrofit projects
- allow specific exceptions with clear procedures for identifying them
- use the latest and best design standards available
- use designs that are context sensitive
- adhere to performance standards with measurable outcomes

For Scottsdale a complete streets policy would:

- structure procedures to accommodate all users on every street improvement project
- amend the Design Standards and Policies Manual as necessary to address equitable mobility
- ensure that City staff balances the needs of diverse users in public and private project review
- collect data to track the performance of a complete street

The Federal Highway Administration defines context sensitive design as an approach to developing and redesigning transportation facilities that fit into the physical and human environment while preserving the aesthetic, historic, community and natural environmental values. Context sensitive design contributes to community safety and mobility.

Mr. Connors reviewed the existing functional classification system. The system has been developed over the last 30 years, updated with the Master Plan, and is being used as the starting point for the new study.

Commissioner Howard inquired about the distinction between suburban and urban areas and the width of traffic lanes in those areas. Mr. Connors said the downtown area is urban, while areas north of Chaparral and south of Thomas are more suburban. Traffic lanes are narrower in urban areas because there are more pedestrians there and narrower lanes are more pedestrian friendly.

Commissioner Howard expressed concern that 11' wide lanes, as proposed in some areas to accommodate bicycle lanes, might be too narrow for some larger vehicles. Ms. O'Connor said 11' lanes are typical of many developed areas throughout the region and accommodate most larger vehicles. Mr. Meinhart offered the example of Scottsdale Road between Indian Bend and Gold Dust as an 11' lane that is currently in use.

Ms. O'Connor said the Design Standards and Policies Manual provides information for both private and public projects. It is a guidance document only. In the local street and minor collector categories, local land use is identified by type. She asked the Commission to consider whether to expand those context sensitive definitions for roadway classifications beyond the collector level streets. For instance, a treatment might be applied to a residential arterial that might not be applied to a commercially oriented arterial.

Commissioner Gilliland said the City already applied context sensitive design and provided an example on Cactus Road to illustrate his point. Ms. O'Connor responded that that particular element came out of an area plan, but there might be interest in adding treatments to provide additional buffering in other areas. A set standard could attempt to identify the unique characteristics of each segment, and avoid a one-size-fits-all solution.

Commissioner Gilliland inquired how specifically the designations might be determined. Mr. Meinhart responded that the current classification system takes entire roadways and gives them a single designation. The hope is to arrive at a document that is more specific and produces more clarity.

Commissioner Gilliland opined that it would be a reasonable approach in the long run to plan for a wider right-of-way now, in the event land-use changes in the future. Ms. O'Connor said as long as it is in the context of the General Plan, it is possible to match classifications to land-use in subsequent updates. As projects are developed, cross-sections can be changed based on community input and Committee decisions.

Commissioner Gilliland opined that the way in which decisions are made are often as important as what is decided. There should be a process in place that defines how information is gathered and how a consensus is formed when it comes time to determine classifications.

Commissioner Howard concurred with Commissioner Gilliland that a finer level of detail is important. It helps the Commission understand the issues that affect what occurs on streets.

Vice-Chair McCall inquired how the plan takes into account roadway designations needing to change as the land use around them changes. Mr. Meinhart said the plan is created using the best understanding of the General Plan and travel demand forecasts at the time. The plan is not set in stone; it has the ability to be updated. Vice-Chair McCall further inquired what staff is asking of the Commission. Mr. Meinhart responded that staff would like to know if the Commission agrees it is a good idea to provide more detail on classifications and roadway designations. Right-sizing a roadway is often a judgment call. While extra right-of-way is nice to have, it comes at a cost. Vice-Chair McCall opined that it is better to err on the side of bigger when determining right-of-way.

Vice-Chair McCall further opined that safety should be the first concern of roadway design. Ms. O'Connor said safety plays into the design speed issue. Stakeholders need to consider whether existing design speeds are appropriate, because this essentially dictates speed limits as well. Mr. Connors added that typically, the speed limit on a particular road is 5-10 mph less than the design speed.

Vice-Chair McCall said right and left turn lanes make through lanes flow much smoother. While complete streets require a tradeoff, turn lanes should not be sacrificed in the process. Mr. Meinhart responded by saying sometimes adding turn lane capacity means not having to build an extra through lane between the major intersections, saving considerable expense.

Vice-Chair McCall opined that narrower roadway cross-sections in northern or rural areas could become problematic should usage needs increase in the future. Ms. O'Connor clarified that in the sensitive lands areas, right of way could be used on the sides of roadways instead of the middle. Local residents have indicated a preference for that option.

To Vice-Chair McCall's inquiry, Ms. O'Connor responded that the Transportation Master Plan would ideally clear up who approves access management policies--the Commission or the Council. Mr. Meinhart offered his ideal scenario for the Transportation Master Plan. It would identify classifications in a manner that reflects travel demand as well as adjacent land uses. It would also contain design guidelines and access management recommendations for different purposes. In that case, the only issues that would need to come before the Commission would be those that require exceptions.

Vice-Chair McCall inquired about access management into the Salt River Pima Maricopa Indian Community. Mr. Meinhart responded that Pima Road is being developed through a partnership with the SRPMIC and ADOT. Pima Road is considered part of Scottsdale's street plan. Scottsdale has no ability to provide substantial input on the development of 136th Street or the roadways east of the 101.

Mr. Meinhart clarified for Vice-Chair McCall that the only minor collector cross-section with an optional sidewalk is the rural/environmentally sensitive lands character. Ms. Huish said the issue of the surface treatment in these areas is one of considerable contention within the community. Vice-Chair McCall opined that the presence of an unpaved trail would limit accessibility.

Staff proceeded to clarify numerous small details of the plan at Vice-Chair McCall's request.

Vice-Chair McCall inquired if there was a measurable point where the designation of a roadway would be changed. Ms. O'Connor said roadway classification changes would be related to the changes in the General Plan.

Vice-Chair McCall opined that accessibility should be defined as the ease in which people can reach destinations. Ms. O'Connor responded that one way to address that might be to utilize universal design as part of the policy element.

Commissioner Weiss suggested that staff prepare, for future meetings, examples of multiple designations on one street. By going through the process, the Commission would better be able to provide guidance to the staff when developing recommendations.

Commissioner Howard expressed concern about the robustness of the transportation system, which is not an element explicitly identified in the plan. He opined the importance of identifying

where the single points of failure are located, in order to ensure that individual road closures do not cause entire portions of the city to shut down.

Chair Davis opened the floor to commentary. Dave McDonald said he recently attended a debate where most of the attendees expressed opposition to light rail, but the consultant suggested Scottsdale wait five years to see how it works out in other areas before making a decision. He also recommended a recently published book that discusses alternative fuels and vehicles by Sherry Boshert.

In response to an inquiry from Chair Davis, Mr. Meinhart said when a developer builds along a roadway corridor; they are required to dedicate a half-street roadway width to whatever the current designation is. For instance, a major arterial would require a 75' half-street.

8. **Other Transportation Projects**

Ms. O'Connor reported that Council has approved the resumption of the Loop 101 Photo Enforcement Program between February 22 and June 30. The State is working on their own program.

Commission information packets are now available on the City's website.

9. **Public Comment**

There were no public comments.

10. **Identification of Future Agenda Items**

Commissioner Weiss requested that discussion and possible action be agendaized on two issues. First, that photo enforcement dollars be spent on transportation issues rather than going into the General Fund. He also requested that Scottsdale consider offering assistance, equal to or exceeding that provided by peer cities, to businesses that are affected by high-capacity transit construction. Ms. O'Connor said those topics would be addressed on the March agenda.

11. **ADJOURNMENT**

With no further business to discuss, Chair Davis adjourned the meeting at 10:38 p.m.

SUBMITTED BY:

A/V Tronics, Inc.

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